Chapter 2
Goals and Policies

These goals and policies have been developed to guide the City's ~~twenty-year~~long term vision of transportation system needs. This chapter summarizes the updated goals and policies as revised by the City of Beaverton and includes comments to date from the public and technical advisory committee. The goal and policy numbering system from the Comprehensive Plan is maintained in this chapter for continuity.

There are seven transportation goals with related policies organized under each goal. The goals and policies are not prioritized, and reflect the City of Beaverton's citywide goals (Comprehensive Plan page ~~xv~~vii).

The goals are brief guiding statements that describe a desired result. The policies describe the actions needed to move the community toward the goal. Below many of the policies, italic text provides details of the implementing actions and clarifies the intent of the policy. The transportation goals and policies are implemented by these actions, by the improvement projects included in the master plans and action plans for each transportation mode, and by the Development Code.

Construction standards for improvements are found in the Development Code and Engineering Design Manual ~~and Standard Drawings~~.

6.2.1. **Goal:** Transportation facilities designed and constructed in a manner to enhance Beaverton's livability and meet federal, state, regional, and local requirements.

Policies:

a) Maintain the livability of Beaverton through proper location and design of transportation facilities.

Actions:

- *Design streets and highways to respect the characteristics of the surrounding land uses, natural features and natural hazards, and community amenities.*

- *Design streets consistent with habitat friendly development practices and low impact development techniques and water quality and quantity street design principles, where technically feasible and appropriate.*
- *Recognizing that the magnitude and scale of capital facilities also affect aesthetics and environmental quality, the City will continue to require design plans and impact analyses as specified in the Development Code.*
- *Preserve right-of-way for improvements that are slightly beyond or within a specified time period that is beyond the planning forecast year identified in the Transportation System Plan.*

b) Consider noise attenuation in the design and redesign of arterial streets immediately adjacent to residential development.

~~b)~~c) Protect residential neighborhoods from pollutants associated with higher functional class streets, industrial uses, and rail activities.

~~c)~~d) Locate and design recreational multi-use paths to balance the needs of human use and enjoyment with resource preservation in areas identified on the Natural Resource Inventory Plan Map for their Significant Natural Resource values.

***Action**:*

- *Proposals for shared-use paths through significant natural resource areas shall assess compatibility of the path with the resource. The assessment shall include the impacts of lighting, appropriate restrictions on uses of the path, and options available to mitigate the impacts of the path. (Ordinance 4301).*

~~d)~~e) Protect neighborhoods from excessive through traffic and travel speeds while providing reasonable access to and from residential areas. Build streets to minimize speeding.

Actions:

- *Maintain street design standards and criteria for neighborhood traffic calming for use in new development and existing neighborhoods.*
- *Complete construction of the 125th Avenue extension ~~and the Murray Boulevard connection from Scholls Ferry Road to Barrows Road at Walnut Street~~ prior to completing the Davies Road connection from Scholls Ferry Road to Barrows Road.*

~~e)~~f) New commercial and industrial development shall identify traffic plans for residential streets where increased cut-through traffic may occur due to the proposed development.

g) ~~Consider reducing~~Work to reduce environmental impacts in the design and redesign of streets. Promote landscaping and pervious surfaces wherever practical and feasible.

h) ~~Consider implementing~~Continue to implement "green street" designs ~~alternatives~~.

i) Provide convenient direct walking and bicycling facilities to promote the health and physical

well being of Beaverton residents.

j) Provide a seamless and coordinated transportation system that is barrier-free, provides affordable and equitable access to travel choices, and serves the needs of all people and businesses, including ~~citizens~~people ~~of~~with low incomes

6.2.2. **Goal:** A balanced transportation system.

Policies:

a) Implement Beaverton's public street standards that recognize the multi-purpose nature of the street right-of-way for a combination of utility, pedestrian, bicycle, transit, truck, and auto uses, and recognize that streets are important to community identity and provide a needed service.

b) Develop and provide a safe, complete, attractive, efficient, and accessible system of pedestrian ways and bicycle ways, including bike lanes, shared roadways, multi-use paths, and sidewalks according to the pedestrian and bicycle system maps and the *Development Code* and *Engineering Design Manual ~~and Standard Drawings~~* requirements.

Actions:
- *Continue to coordinate with Washington County, Metro, Beaverton area schools, Oregon Department of Transportation, and the Tualatin Hills Park and Recreation District.*
- *Sidewalks will remain the responsibility of fronting property owners.*
- *Maintain the opportunity for resident groups to fund multi-use path improvements through the local improvement district process.*

c) Provide connectivity to each area of the City for convenient multi-modal access. Ensure pedestrian, bicycle, transit, and vehicle access to schools, parks, employment and recreational areas, and destinations in station areas, regional and town centers by identifying and developing improvements that address connectivity needs.

d) Develop neighborhood and local connections to provide adequate circulation into and out of neighborhoods.

e) The permanent closure of an existing road in a developed neighborhood is not recommended and will be considered by the City only under the following circumstances: as a measure of last resort, when the quality of life in the neighborhood is being severely threatened by excessive traffic volumes or the presence of a traffic safety hazard; or, as part of a plan reviewed through the City's land use, site development, and/or capital improvement process(es). Maintain existing neighborhood connectivity by avoiding closures of existing streets except when the closure is part of a larger plan for improvements to the neighborhood.

Actions: *Jay Street is recommended to remain open between 158th Avenue and Burlington Drive.*

f) ~~f)~~Design streets to accommodate transit while minimizing impacts to traffic flow.

***Actions**: Improve transit service, pedestrian facilities leading to bus stop waiting areas, and make the waiting areas themselves safe, comfortable, and attractive. Continue to work with TriMet, the Oregon Department of Transportation, and Washington County to develop and implement a transit shelter program, to place marked crossings at major transit stops, and to provide signal priority.*

g) Require developers to include pedestrian, bicycle, and transit-supportive improvements within proposed developments and adjacent rights-of-way in accordance with adopted policies and standards.

6.2.3. **Goal:** A safe transportation system.

Policies:

a) Improve traffic safety through a comprehensive program of engineering, education, and enforcement.

b) Design streets to serve anticipated function and intended uses as determined by the *Comprehensive Plan*.

***Action**: Maintain a functional classification system that meets the City's needs and respects the needs of other agencies including, but not limited to, Washington County, Oregon Department of Transportation, TriMet, Tualatin Valley Fire and Rescue, and Metro.*

c) Enhance safety by prioritizing and mitigating high accident locations within the City.

***Actions**: Work with Washington County to periodically review traffic collision and Safety Priority Index System information in an effort to systematically identify, prioritize, and remedy safety problems. The City should continue to expand its collision record evaluation program working cooperatively with Washington County and Oregon Department of Transportation*.

d) Designate safe walkway and bikeway routes from residential areas to schools, parks and other activity centers.

***Actions**: The City should continue to work with Beaverton area schools and the community in developing safe transit, pedestrian, and bicycle routes to schools, and educating users about available routes. Improvement projects near schools shall consider school access and safety during project development. The City should coordinate with Beaverton Area schools to notify students when designated routes are affected by construction or other means.*

e) Construct multi-use paths only where they can be developed with satisfactory design components

that address safety, security, maintainability, and acceptable uses. Multi-use paths should converge at traffic-controlled intersections to provide for safe crossing, although they should be separate and distant from major streets for most of their length.

***Actions**: Study trail crossing treatments for appropriate use at locations where out-of-direction travel by path users to an intersection is significant. When multi-use paths follow rear lot lines, use design treatments to minimize the impacts to private property.*

f) Provide satisfactory levels of maintenance to the transportation system in order to preserve user safety, facility aesthetics, and the integrity of the system as a whole.

g) Maintain access management standards for streets consistent with City, County, and State requirements to reduce conflicts among vehicles, trucks, bicycles, and pedestrians. Preserve the functional integrity of the motor vehicle system by limiting access per City standards.

h) Ensure that adequate access for emergency services vehicles is provided throughout the City.

***Actions**: Work cooperatively with Tualatin Valley Fire and Rescue and other Washington County emergency service providers to designate Primary and Secondary Emergency Response Routes. Continue to w~~W~~ork with these agencies to establish acceptable traffic calming strategies for these routes. Recognize the route designations and associated acceptable traffic calming strategies in the City's Traffic Calming Program.*

i) Meet federal and State safety compliance standards for operation, construction, and maintenance of the rail system.

j) Provide safe routing of hazardous materials consistent with federal guidelines, and provide for public involvement in the process.

***Action:** Work with federal agencies, the Public Utility Commission, the Oregon Department of Environmental Quality, public safety providers, and Oregon Department of Transportation to assure consistent routes, laws, and regulations for the transport of hazardous materials.*

6.2.4. **Goal**: An efficient transportation system that reduces the percentage of trips by single occupant vehicles, reduces the number and length of trips, limits congestion, and improves air quality.

Policies:

a) Support and implement trip reduction strategies developed regionally, including employment, tourist, and recreational trip reduction programs.

***Actions**: Encourage implementation of travel demand management programs. Work to shift traffic to off-peak travel hours. Coordinate trip reduction strategies with Washington County, Metro, Westside Transportation Alliance, Oregon Department of Transportation, TriMet, neighboring cities, and the Oregon Department of Environmental Quality. Seek to raise p.m.*

peak average vehicle occupancy (AVO) to 1.3 AVO or more in the evening peak and/or move 50 percent or more of the standard evening peak trip generation outside the peak hour. Educate business groups, employees, and residents about trip reduction strategies. Work with business groups, residents, and employees to develop and implement travel demand management programs. Support and implement strategies that achieve progress toward attaining Metro's 2040 Regional Non-Single Occupant Vehicle Modal Targets.

2040 Non-Single Occupant Vehicle Modal Targets are as follows:

- **Beaverton Regional Center: 45-55%;**
- *Murray/Scholls Town Center: 45-55%;*
- *Beaverton Main Streets, Station Communities, and Corridors: 45-55%;*
- *Beaverton Industrial Areas, Intermodal Facilities, Employment Areas, Inner and Outer Neighborhoods: 40-45%*
  (Targets apply to trips to, within, and out of each 2040 Design Type. The targets reflect conditions appropriate for the year 2040 and are needed to comply with Oregon Transportation Planning Rule objectives to reduce reliance on single-occupancy vehicles.)

Continue to implement the following action plan to work toward achieving these targets:

i) Encourage development that effectively mixes land uses to reduce vehicle trip generation.

ii) Develop consistent conditions for land use approval that require future employment related land use developments to agree to reduce peak hour trips through transportation demand management strategies.

iii) Support efforts by Washington County, Oregon Department of Transportation, Department of Environmental Quality, TriMet, and the Westside Transportation Alliance to develop productive demand management measures that reduce vehicle miles traveled and peak hour trips.

iv) Coordinate with Oregon Department of Transportation and TriMet on development of sufficient park-and-rides, including sites at transit stations and freeway interchange locations. Transfer stations and interchange construction and reconstruction projects should be required to identify potential park-and-ride sites. Explore park-and-ride locations along existing bus routes to minimize commuter parking impacts in neighborhoods.

v) Build on existing percentage of Regional Center employers (seven percent) who provide transit pass discounts to achieve 25 percent by 2020.

vi) Work with Washington County, Westside Transportation Alliance, and TriMet to develop and implement a downtown Beaverton fareless transit area, a regional center transportation management agency, and reduced transit fare programs based on increased demand and funding availability.

vii) Implement the master improvement plans for bicycles, transit, pedestrians, and motor vehicles to implement a convenient multi-modal transportation system that encourages increased bicycle, pedestrian, and transit use.

b) Limit the provision of parking to meet regional and State standards.

***Actions**: Work to reduce parking per capita in accordance with Metro and State requirements, while minimizing impacts to neighborhoods. Work to reduce parking in habitat benefit areas,*

where parking can be provided in other locations including off-site, on the street, through shared uses, or in parking structures. Continue to implement the motor vehicle and bicycle parking ratios in new development. Continue to develop and implement a Regional Center parking plan. Implement residential parking permit districts in neighborhoods as requested and approved by City Council. Work toward implementing other parking-based transportation demand management strategies, such as metered and structured parking, to help achieve Metro's 2040 Non-Single Occupant Vehicle mode split targets. (Ordinance 4470)

c) Manage parking in the Regional Center Old Town area by applying the following principles from the Beaverton Downtown Parking Solutions study.
   i) Make the Old Town area accessible to all users through multiple modes.
   ii) Provide sufficient and convenient parking.
   iii) Make the Old Town area conveniently accessible for the priority user of the public parking system – the customer.
   iv) Provide adequate employee parking and encourage implementation of meaningful public and private sector programs that encourage employee use of modes other than the single-occupant vehicle.
   v) Make parking user-friendly – easy to access, easy to understand.
   vi) Provide clear and strategic direction to new development to assure that new growth improves the overall system of access.
   vii) Manage the public parking supply using the 85% Rule[1] to inform and guide decision-making. (Ordinance 4470)

d) Maintain levels of service consistent with Metro's *Regional Transportation Plan* and the *Oregon Transportation Plan*. Applications for Comprehensive Plan Amendments shall comply with the requirements of OAR 660-012-0060 and as appropriate include a T~~t~~ransportation Impact Analysis that shows that the proposal will not degrade system performance below the acceptable two-hour peak demand-to-capacity ratio of 0.98. If the ~~Adopted~~ adopted *Comprehensive Plan* forecasts a two-hour peak demand-to-capacity ratio greater than 0.98 for a facility, then the proposed amendment shall not degrade performance beyond the forecasted ratio. (*Ordinance 4301)*

System performance criteria and measures of effectiveness (MOE) used to determine impacts and potential degradation of system performance in the Beaverton Regional Center (designated as an "area of special concern" in the RTP) will be based on measures defined in the City of Beaverton Transportation System Plan (TSP) as described in the RTP.

Reduce traffic congestion and enhance traffic flow through such system management measures

[1] The 85% Rules is a measure of parking utilization that acts as a benchmark against which parking management decisions are based. Within the parking industry, it is assumed that when an inventory of parking shows more than 85 percent occupancy in the peak hour, the supply becomes constrained and may not provide full and convenient access to its intended user. Once a supply of parking routinely exceeds 85 percent occupancy in the peak hour, the 85% Rule would require that parking management strategies be evaluated and/or implemented to bring peak hour occupancies to a level below 85 percent to assure intended uses are conveniently accommodated. (Ordinance 4470)

as intersection improvements, intelligent transportation systems, incident management, signal priority, optimization, and synchronization, and other similar measures.

***Action**: Maintain performance standards that meet the needs of the City and are consistent with regional and State standards. (Ordinance 4301)*

e) Plan land uses to increase opportunities for multi-purpose trips (trip chaining).

***Actions**: Encourage mixed-use development where allowed to promote trip chaining in an effort to reduce vehicle trips, cold starts, and air pollution.*

f) ~~e~~) Require land use approval of proposals for new or improved transportation facilities. The approval process shall consider the project's identified impacts.

g) ~~f~~g) Support mixed-use development in appropriate locations and encourage local employment and commercial job creation in order to reduce the number of locally generated regional work and shopping trips.

h) ~~g~~h) ~~Encourage~~ Work with TriMet to implement transit improvements concurrent with roadway improvements, to improve access and frequency of service, and to increase ridership ~~potential~~ and service area. Encourage development of regional high capacity transit, including light rail transit and commuter rail.

***Action**: Support light rail, commuter rail, and feeder bus service to and from rail service. ~~its associated supportive transit services.~~*

i) Encourage an energy efficient transportation system.

6.2.5. **Goal**: Transportation facilities that serve and are accessible to all members of the community.

Policies:

a) Construct transportation facilities, including access to and within bus stop waiting areas, to meet the requirements of the Americans with Disabilities Act.

***Action**: Identify, assess, and remove access barriers to persons with disabilities.*

b) Support TriMet, other transit service providers, and employers' and social service agencies' efforts that respond to the transit and transportation needs of elderly, economically disadvantaged, and disabled persons.

c) Projects and programs should equally benefit and impact all population demographics at a reasonably similar level

6.2.6. **Goal**: Transportation facilities that provide efficient movement of goods.

Policies:

a) Designated arterial routes and freeway access are essential for efficient movement of goods. Design these facilities and adjacent land uses to reflect these needs.

b) Reflect the needs of existing railroad and air transportation facilities in land use decisions.

c) Maintain traffic flow and mobility on arterial and collector roadways.

~~b)~~d) Ensure a safe and efficient freight system that facilitates the movement of goods to, from, and through Beaverton, the region, and the state while minimizing conflicts with other travel modes.

6.2.7. **Goal:** Implement the transportation plan by working cooperatively with federal, State, regional, and local governments, the private sector, and residents. Create a stable, flexible financial system.

Policies:

a) Coordinate transportation projects, policy issues, and development actions with all affected governmental units in the area. Key agencies for coordination include Washington County, Oregon Department of Transportation, TriMet, Metro, Tualatin Hills Park and Recreation District, Tualatin Valley Fire and Rescue, and the adjacent cities of Tigard, Hillsboro, and Portland.

b) Participate in regional transportation, growth management, and air quality improvement policies. Work with agencies to assure adequate funding of transportation facilities to support these policies.

c) Monitor and update the *Transportation Element* of the *Comprehensive Plan* so that issues and opportunities are addressed in a timely manner. Maintain a current capital improvement program that establishes the City's construction and improvement priorities, and allocates the appropriate level of funding.

***Action**: The City commits to working with Metro and the Department of Land Conservation and Development in the City's next Transportation Plan update to address local issues related to non single-occupant-vehicle strategies.*

d) Use the System Development Charge, Traffic Impact Fees, and development exactions as elements of an overall program to pay for adding capacity to the collector and arterial street system and for making safety improvements related to development impacts.

***Action**: Base the roadway system taxes and fees on the total expected cost of making extra capacity and safety improvements over a twenty-year period, allocated back to development on a*

pro rata formula taking into account the relative expected future traffic impact of the development in question.

e) Establish rights-of-way through development review and, where appropriate, officially secure them by dedication or reservation of property.

f) Develop a long-range financial strategy to make needed improvements to the transportation system and to support operational and maintenance requirements by working in partnership with Metro, Oregon Department of Transportation, and other jurisdictions and agencies.

***Actions**: The financial strategy should consider the appropriate shares of motor vehicle fees, impact fees, property tax levies, and development contributions to balance needs, costs, and revenue. View the process of improving the transportation system as that of a partnership between the public (through fees and taxes) and private sectors (through exactions and conditions of development approval), each of which has appropriate roles in the financing of these improvements to meet present and projected needs.*

g) Provide adequate funding for maintenance of the capital investment in transportation facilities.

***Action:** Develop a long-term financing program that provides a stable source of funds to ensure cost-effective maintenance of transportation facilities and efficient effective use of public funds. Apply low impact development techniques on a city-wide basis where projects can accommodate the techniques. Fund the increased cost of the water quality and quantity additions to the streets through the surface water management program fees and systems development charges and other funding sources, as appropriate.*

h) Plan for an economically viable and cost-effective transportation system.

~~*h)*~~*i) Identify and develop diverse and stable funding sources to implement recommended projects in a timely fashion.*